

BookletChart™

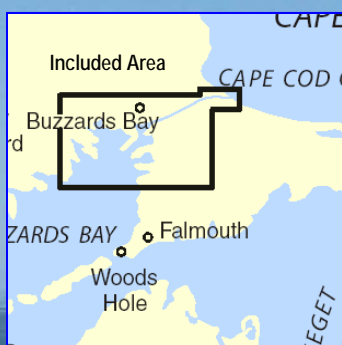
Cape Cod Canal and Approaches

NOAA Chart 13236

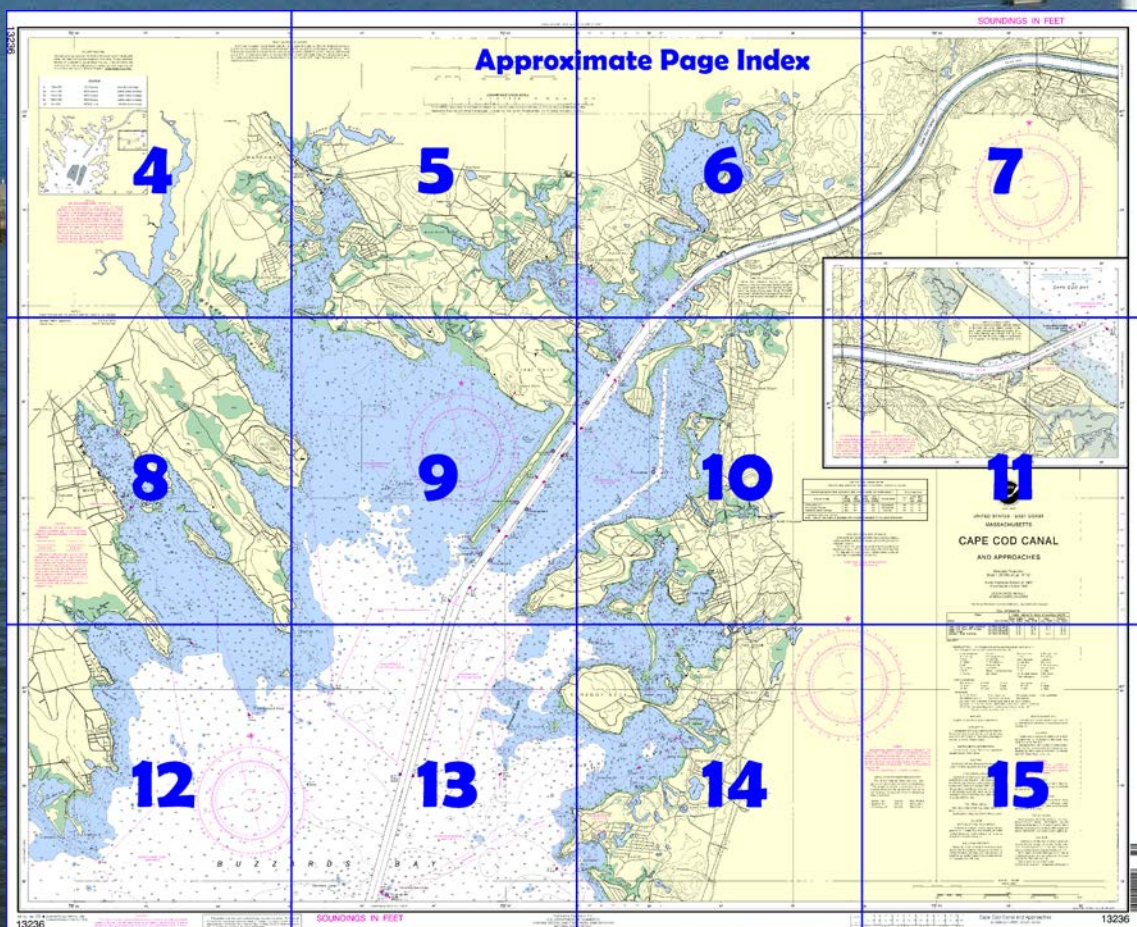


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

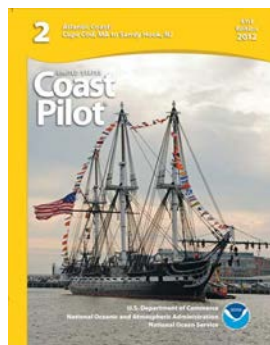
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13236>.



(Selected Excerpts from Coast Pilot)

Cape Cod Canal is a deep-draft sea-level waterway that extends westward from Cape Cod Bay to the head of Buzzards Bay. The waterway has a project depth of 32 feet and a least overhead clearance of 135 feet. The eastern entrance to the canal is marked by a lighted **244°54'** range, lighted and unlighted buoys, a light and a sound signal. A tall strobe-lighted stack and buildings of the powerplant on the south bank of the canal about 0.75 mile above

the eastern entrance, is prominent.

Endangered North Atlantic right whales have been sighted within the Cape Cod Canal and in the vicinity of both the east and west entrances.

Cape Cod Canal Marine Traffic Controllers provide information regarding North Atlantic right whale sightings and locations. The Northeast Marine Pilots distribute educational material to mariners in an effort to reduce right whale ship strikes. All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in the Cape Cod Bay Seasonal Management Area between January 1 and May 15. The area is defined as all waters of Cape Cod Bay with a northern boundary of 42°41'56.5"N., 70°12'W. to 42°12'N., 70°12'W. Thence due west back to shore. (See **50 CFR 224.105**, chapter 2, for regulations, limitations, and exceptions.)

A detailed description of the Cape Cod Canal and its facilities is given in **United States Coast Pilot 2, Atlantic Coast, Cape Cod to Sandy Hook. Wild Harbor** (41°38.3'N., 70°38.9'W.), 7 miles northward of Woods Hole, is a small cove on the south side of **Nyes Neck** affording anchorage in northerly or easterly winds. A tower on Nyes Neck is prominent. The entrance is clear in midchannel, with depths of 13 to 20 feet inside. A seasonal lighted buoy marks the entrance, and buoys mark the shoals extending from the entrance points. The shores are foul, and the easterly part of the harbor is shoal. The reported depth in the privately dredged channel into **Silver Beach Harbor** to a small basin is about 3 feet, but is subject to shoaling. A stone jetty extends off the south side of the entrance to the basin. The basin is a **special anchorage**. (See **110.1** and **110.40**, chapter 2, for limits and regulations.)

Megansett Harbor, the approach to the towns of **North Falmouth, Megansett**, and **Cataumet**, is entered between Nyes Neck on the south and **Scraggy Neck** on the north. The natural channel is buoyed as far as the rock breakwater at Megansett. The breakwater is marked at the end by a light. A yacht club and a town wharf are just inside the breakwater. In 1981, depths of 4 to 5 feet were reported alongside the wharf; water is available. The harbor has extensive shoals and ledges, but by following the buoyed channel a draft of about 8 feet can be carried to an anchorage in the outer harbor in depths of 10 to 22 feet. Inside the breakwater, anchorage is available in 6 to 12 feet, taking care to avoid the shoals on the north side of the harbor and the rock awash near the center in 41°39'27"N., 70°37'31"W. **Cataumet Rock**, covered 6 feet and marked by a buoy, is on the south side of the entrance; Seal Rocks are on the north side and marked by a seasonal lighted buoy.

Fiddlers Cove (41°38.9'N., 70°38.2'W.) is a small-craft harbor on the south shore of Megansett Harbor, about 0.5 mile east-southeastward of Cataumet Rock. A channel, privately dredged to a reported depth of 7 feet, leads southward to a marina and boatyard in a dredged basin on the east side of the cove. A seasonal lighted buoy marks the approach, and private buoys mark the channel. Gasoline, diesel fuel, ice, a pump-out station and wet and dry storage are available; lift capacity, 35 tons. Hull, engine and electronic repairs can be made. In April 2002, the reported approach and alongside depth was 7 feet.

Halftide Rock, awash at low water, is about 500 yards southwestward of the end of the Megansett breakwater. **Rands Harbor**, about 0.3 mile east of Fiddlers Cove, is a private boat basin with little or no water.

Squeteague Harbor, northward of Megansett, is entered through a narrow channel from the head of Megansett Harbor. The privately marked channel had a reported depth of about 2 feet in 1981; however, depths of 5 to 7 feet are reported to be available in the channel to the harbor; local knowledge is advised. The village of **Cataumet** is on the northerly shore of the harbor.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Table of Selected Chart Notes

Corrected through NM Apr. 14/12
Corrected through LNM Apr. 3/12

HEIGHTS

Heights in feet above Mean High Water.

CAPE COD CANAL LIGHTS

Yellow low pressure sodium lights are installed on the north and south banks, except for the south bank between the highway bridges, which has white mercury vapor lamps. The lights are located 140 feet from the edge of the channel and in general are 500 feet apart on both banks.

Mercator Projection
Scale 1:20,000 at Lat. 41°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.380" northward and 1.885" eastward to agree with this chart.

NOTE B

RECOMMENDED WHALE AVOIDANCE PRECAUTIONARY AREA

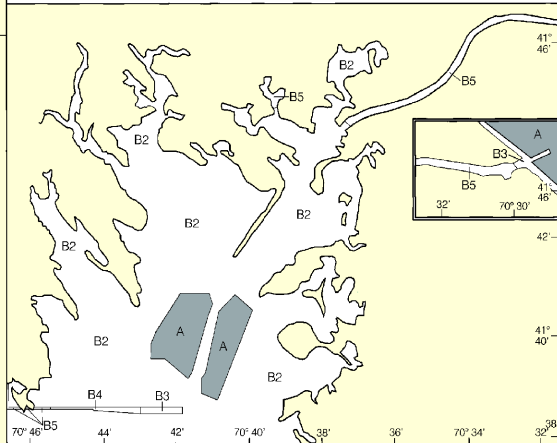
The precautionary area shown on this chart is RECOMMENDED for use by all vessels traveling within its limits. This precautionary area has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. CAUTION: Full bottom coverage surveys have not been conducted within the precautionary area, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2007	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



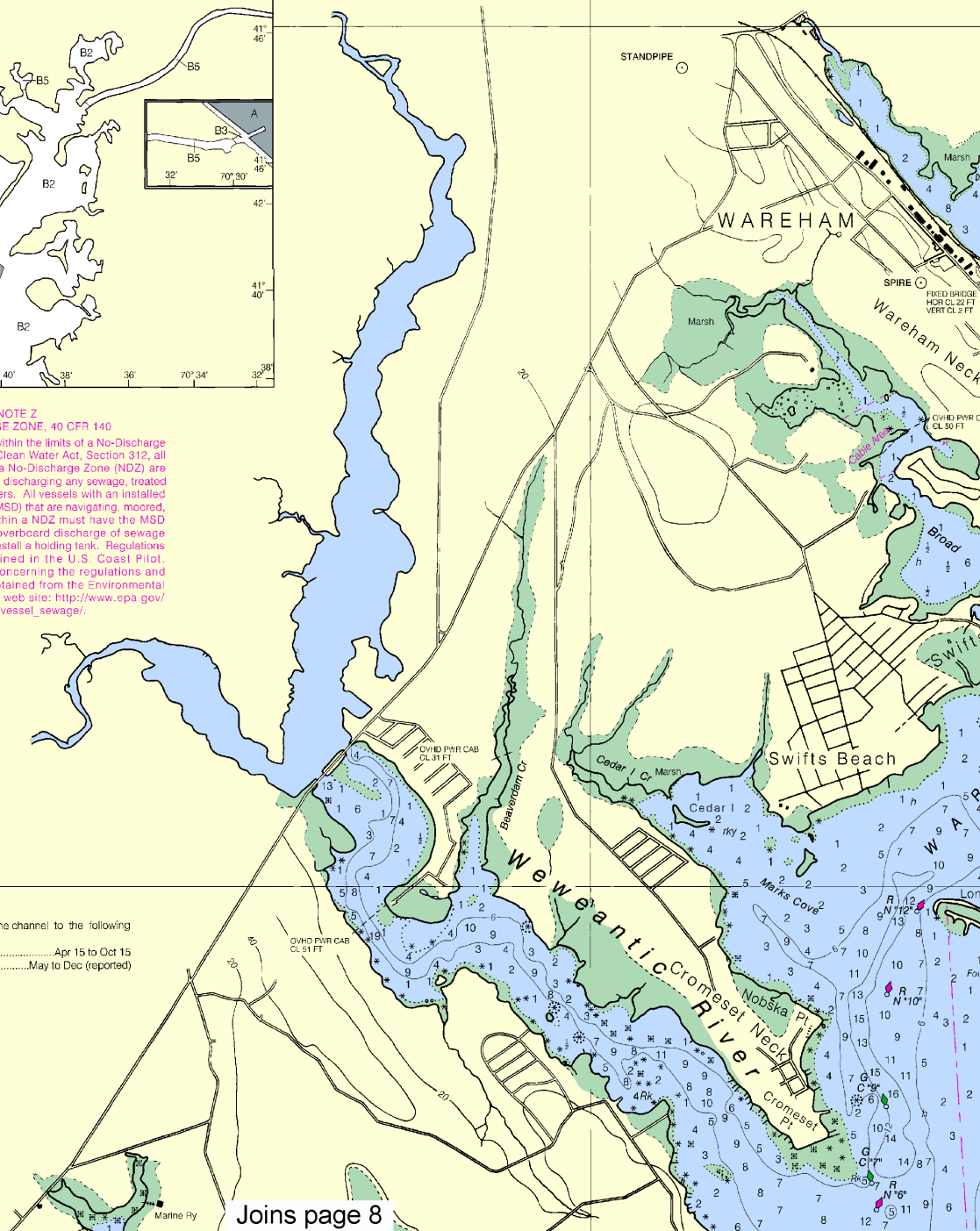
NOTE Z NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

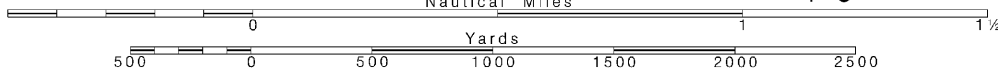
NOTE C

Private seasonal aids are placed to mark the channel to the following places:
 Sippican Harbor (upper part) Apr 15 to Oct 15
 Aucoot Cove May to Dec (reported)

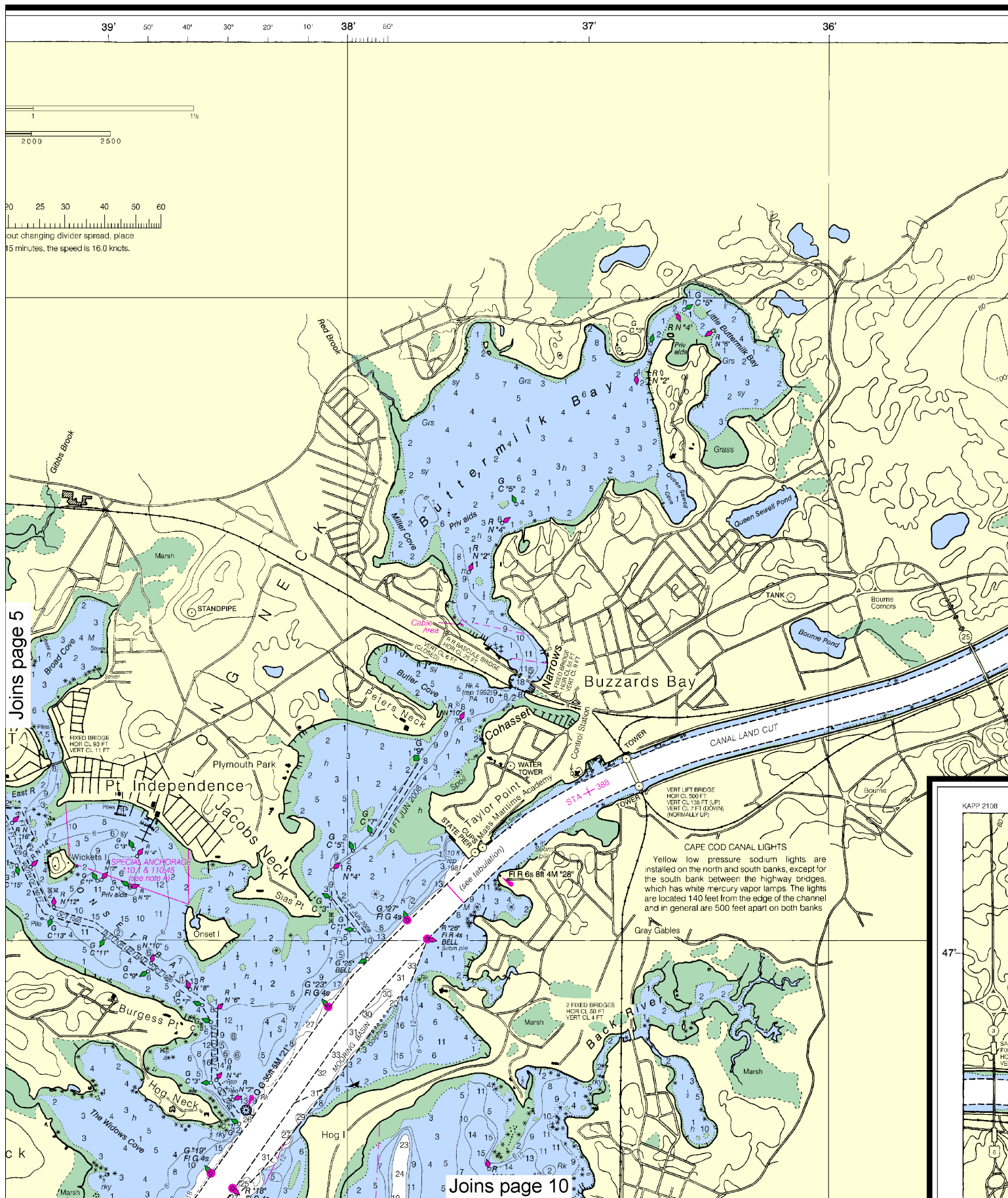
PRINT-ON-DEMAND CHART
 NOAA and its partner, OceanGrafix, offer this chart updated with critical corrections. Charts are printed when ordered using Editions are available 2-8 weeks before their release as tradition about Print-on-Demand charts or contact NOAA at <http://nauticalcharts.noaa.gov> or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>



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Joins page 5

Joins page 10

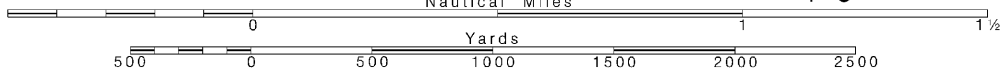
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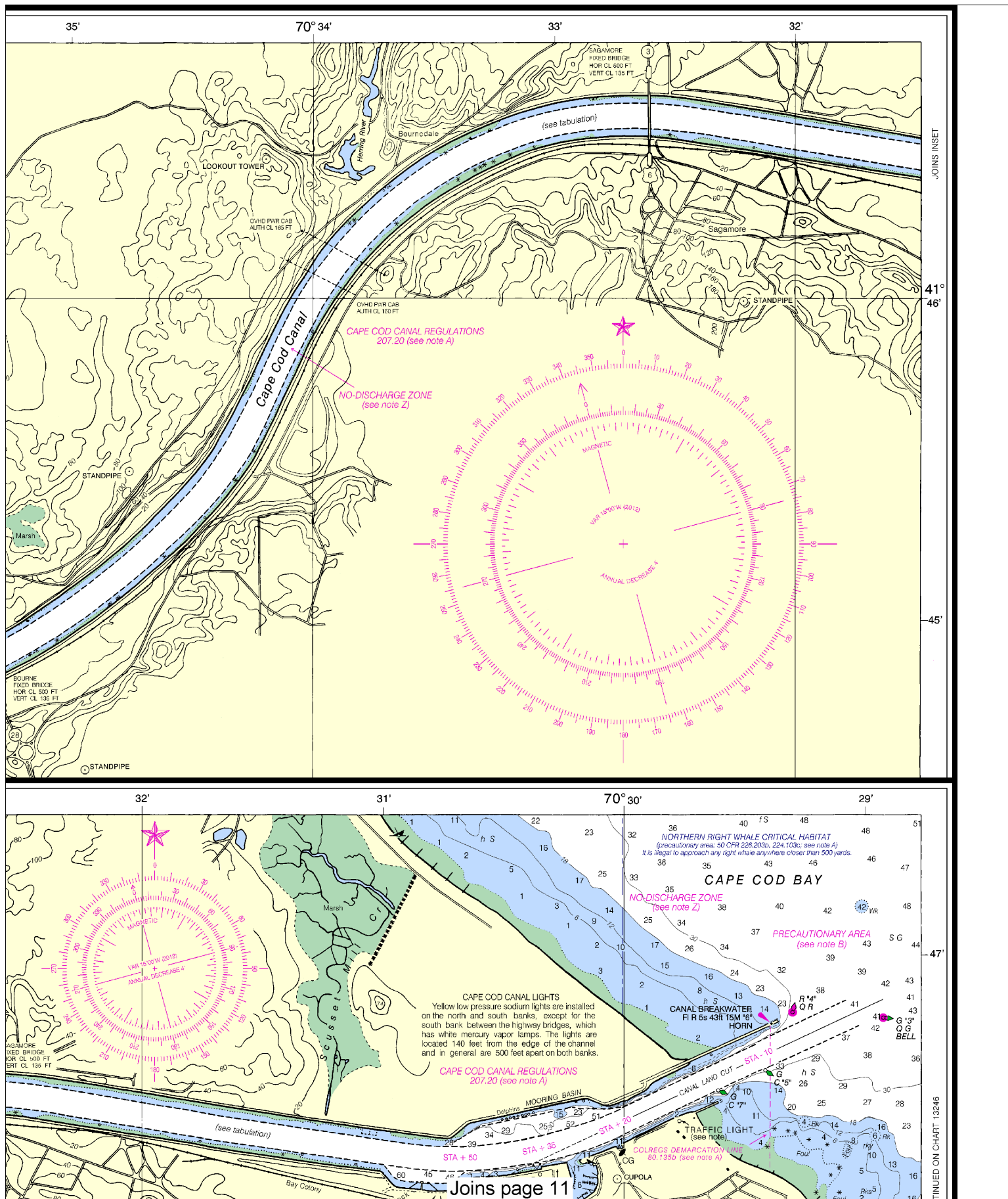
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

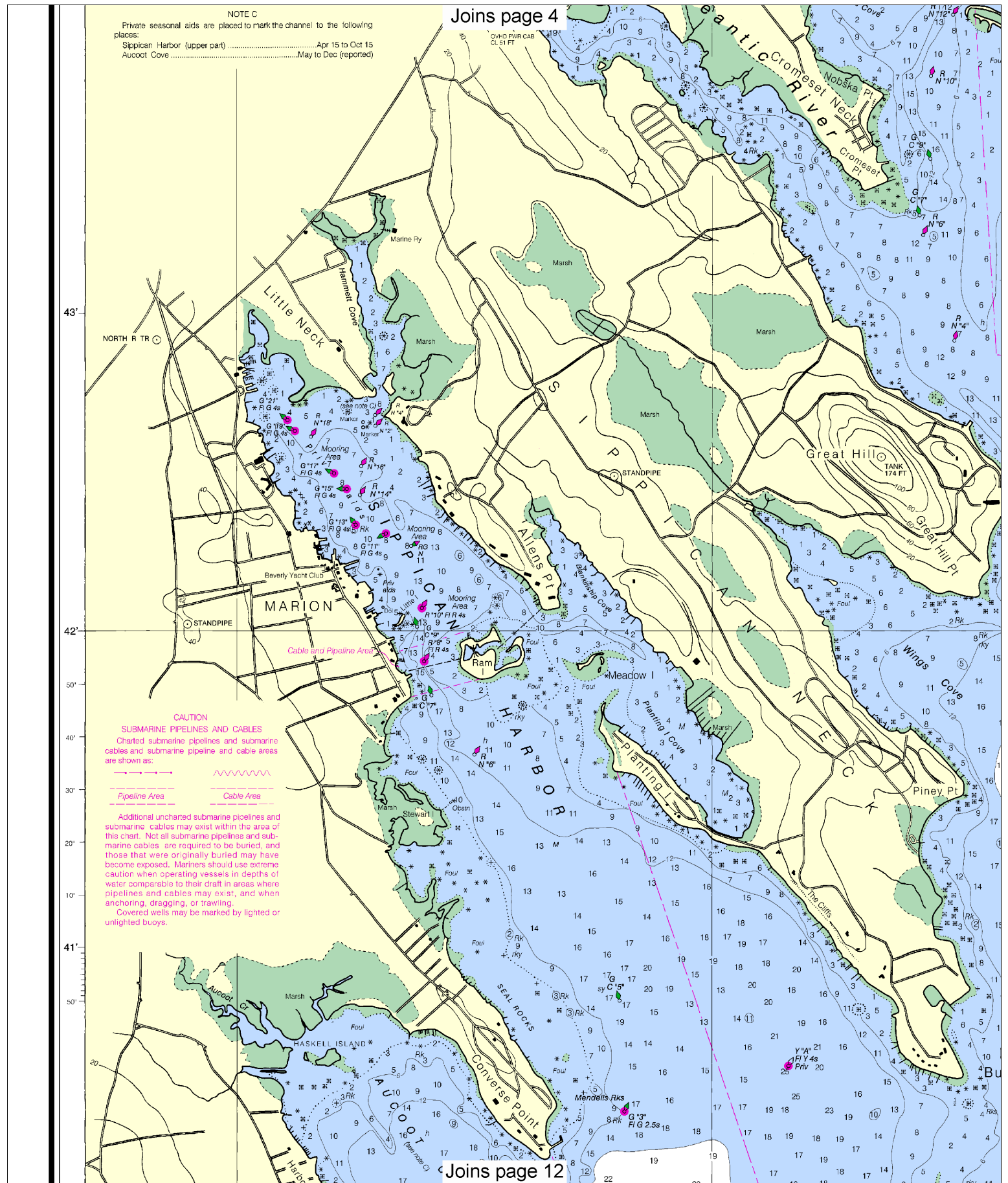
SCALE 1" = 20,000 Nautical Miles

See Note on page 5.





This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
 NGA Weekly Notice to Mariners: 0613 2/9/2013,
 Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.



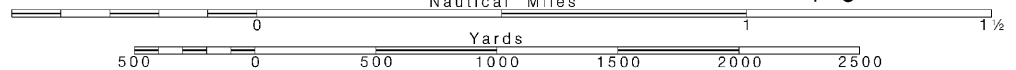
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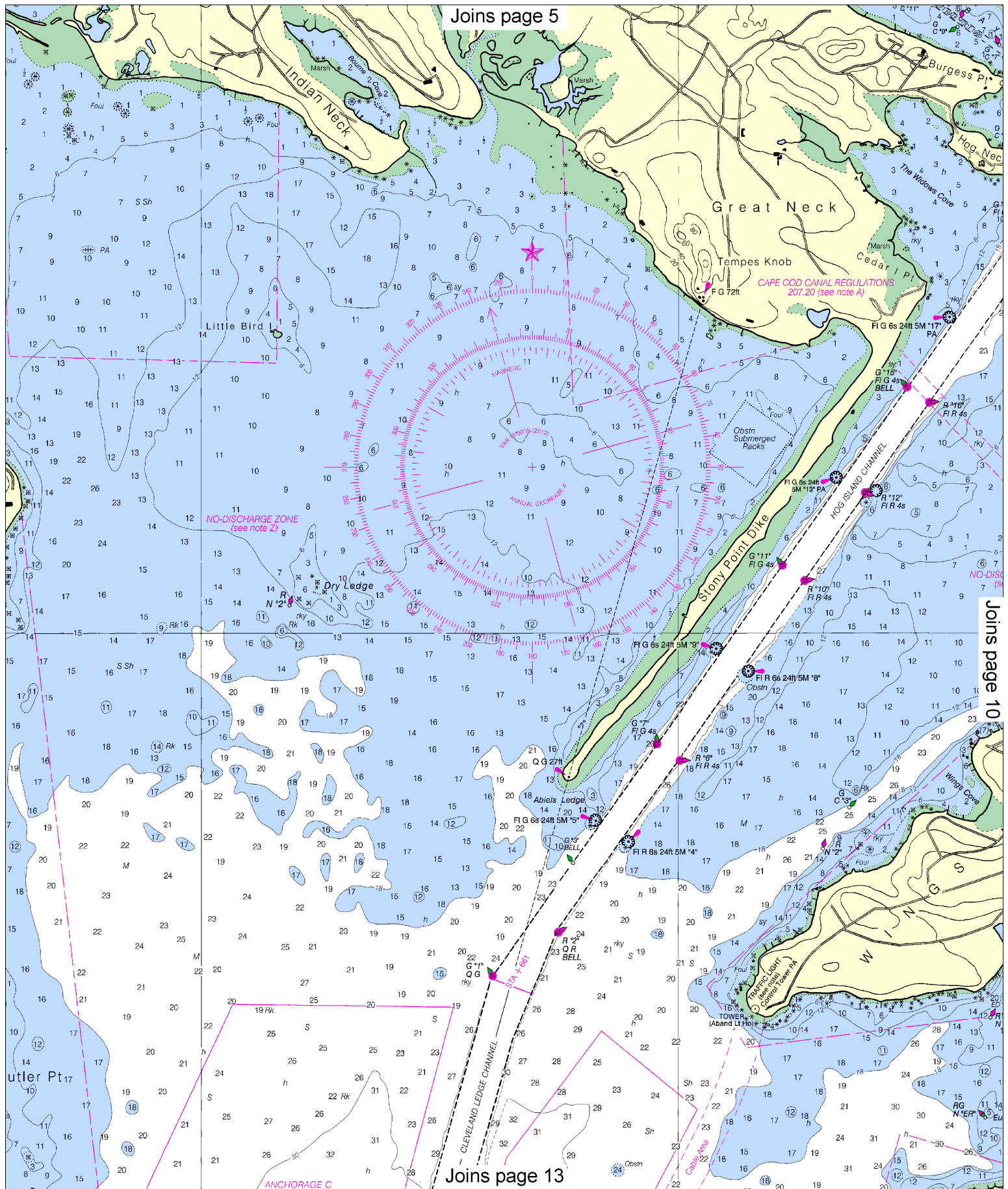
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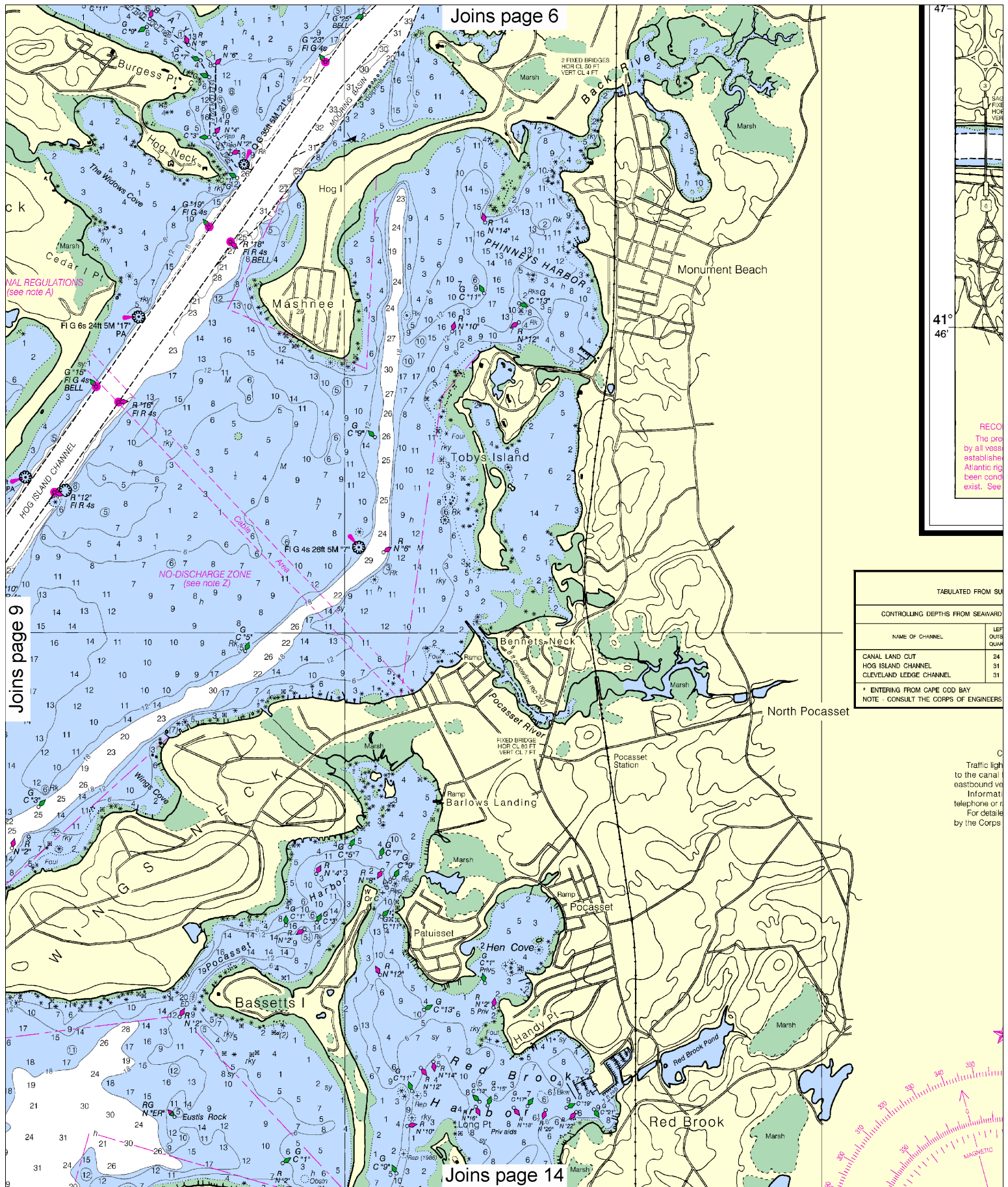
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



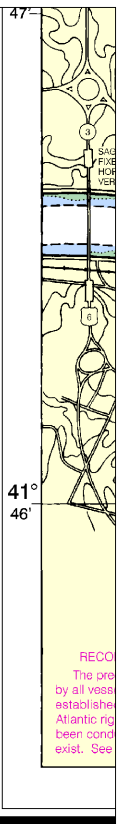




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TABULATED FROM SURVEY

CONTROLLING DEPTHS FROM SEAWARD	
NAME OF CHANNEL	LEFT OF THE CHANNEL
CANAL LAND CUT	24
HOG ISLAND CHANNEL	31
CLEVELAND LEDGE CHANNEL	31

* ENTERING FROM CAPE COD BAY
NOTE - CONSULT THE CORPS OF ENGINEERS

Traffic light to the canal eastbound vessel. Information telephone or radio. For details by the Corps.

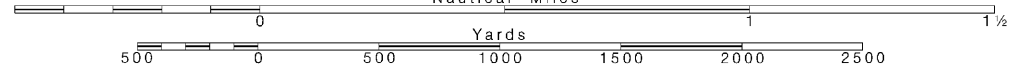
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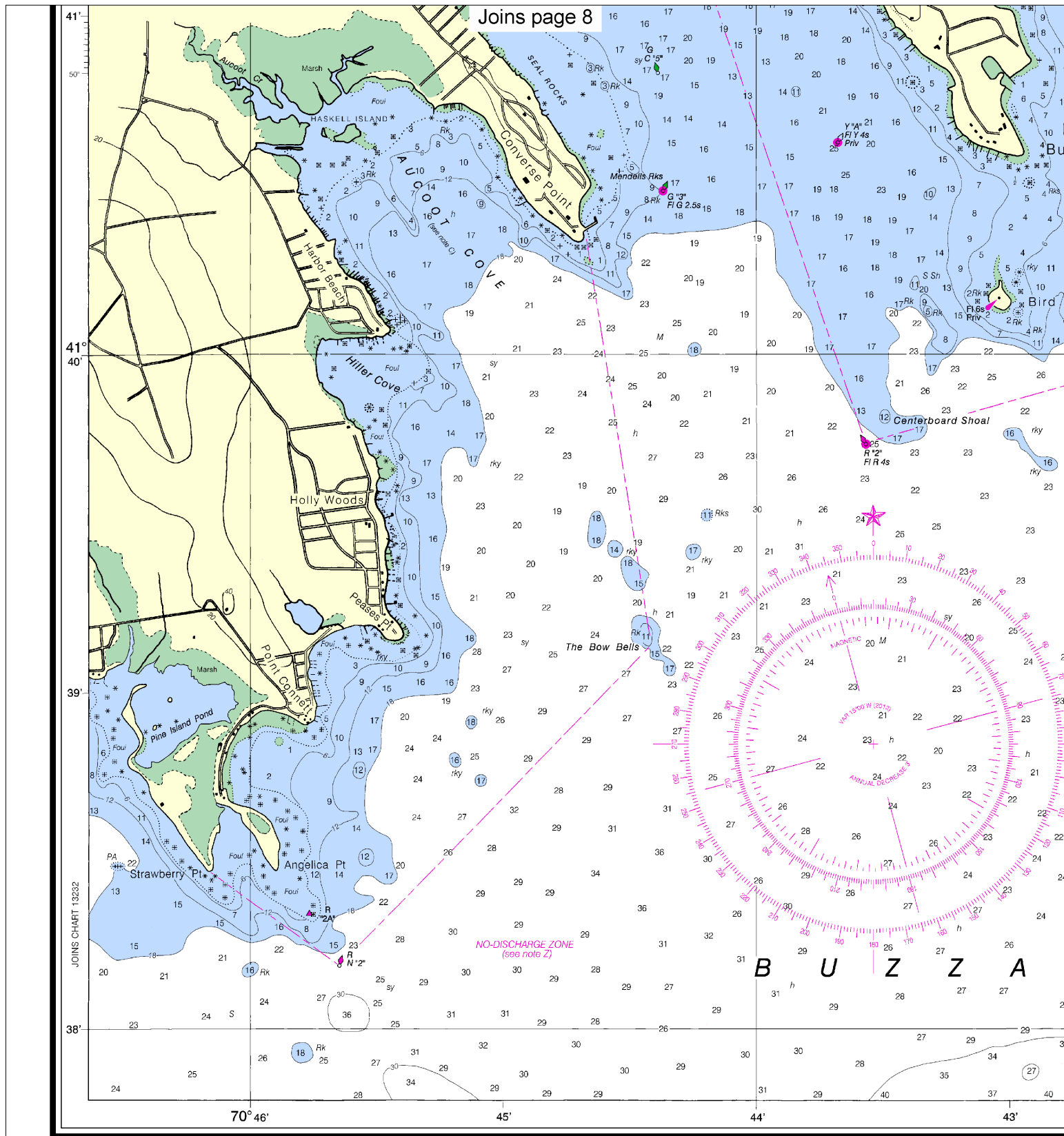
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





31st Ed., Apr. / 12 ■ Corrected through NM Apr. 14/12
Corrected through LNM Apr. 3/12

13236

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

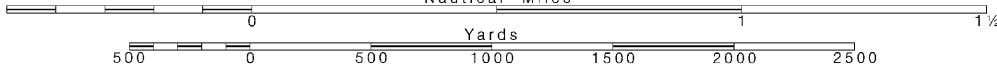
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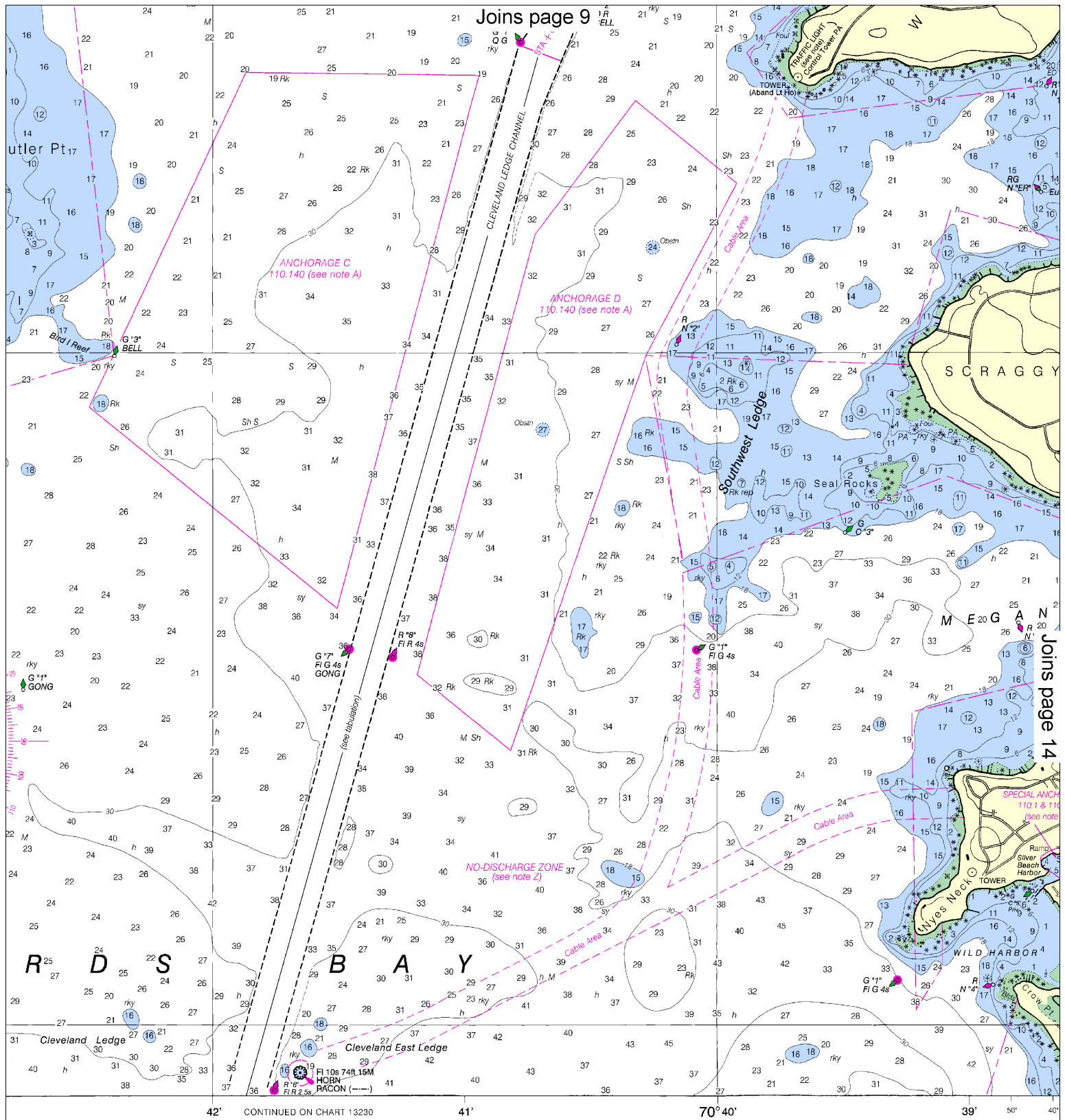
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





Published at Washington, D. C.
U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 11 OW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.380" northward and 1.885" eastward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: Submerged piling may exist in these areas.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(Accurate location) (Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rt rotating
B black	Isa isophase	OBSC obscured	s seconds
Bn beacon	LT H/O lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
R flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
Z1 Weak, rock, obstruction, or shoal swept clear to the depth indicated.			
(Z) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus:			

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean High Water		
		Mean High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)		foot	foot	foot
Cape Cod Canal (east entrance)	(41°46'N/70°30'W)	9.4	9.0	0.2
Abiels Ledge	(41°42'N/70°40'W)	4.4	4.1	---

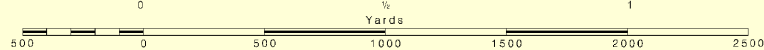
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.

(Mar 2012)

SCALE 1:20,000

Nautical Miles

Yards



833.6 X 1061.6 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cape Cod Canal and Approaches
SOUNDINGS IN FEET - SCALE 1:20,000

13236



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker